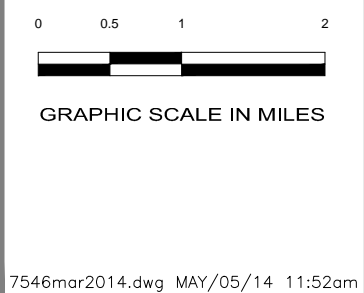


# STREET CLASSIFICATION MAP

## City of Phoenix, Arizona

RESOLUTION #	DATE	RESOLUTION #	DATE
18980	APRIL 6, 1994	20160	OCTOBER 13, 2004
19047	FEBRUARY 18, 1998	20303	OCTOBER 12, 2005
19219	FEBRUARY 10, 1999	20472	March 7, 2007
19506	AUGUST 30, 2000	20569	October 17, 2007
19623	MAY 2, 2001	20882	January 20, 2010
19836	JULY 3, 2002	21208	March 19, 2014
19895	JANUARY 8, 2003		
20037	JANUARY 7, 2004		



STREET CROSS SECTION LEGEND				
CROSS SECTIONS	DESCRIPTION	CLASSIFICATION	PLANE OF TRAVEL	PLANE OF TRAVEL
A	104/140	X	FLARE ONE	7336
B	84/130	X	FLARE TWO	7336
C	74/110	X	FLARE THREE	7336
D	64/100	X	FLARE FOUR	7336
E	54/90	X	FLARE FIVE	7336
F	40/80	X	FLARE SIX	7336

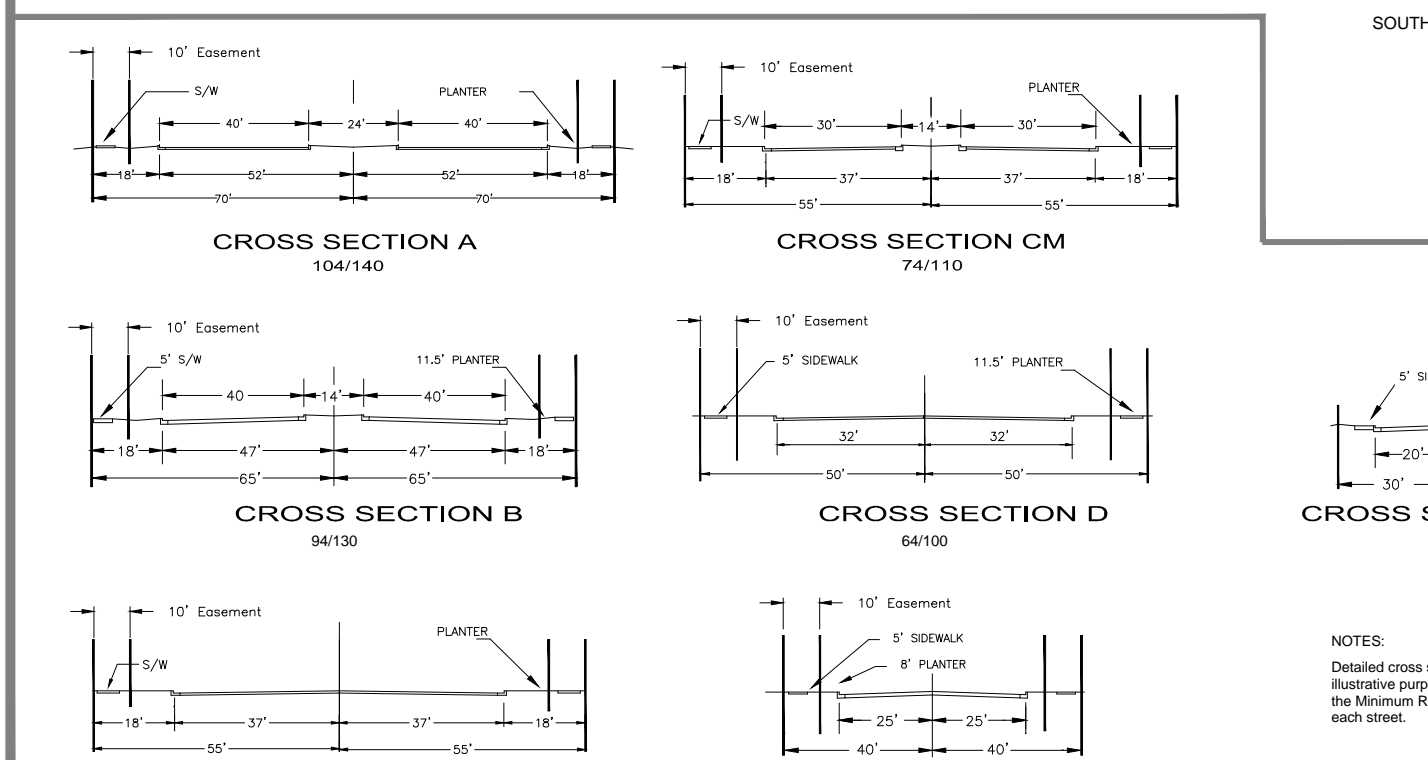
"X" CROSS SECTIONS		
Most "X" cross sections were built prior to 1992		
X-A	Existing Special Section	Typically denotes an existing roadway built to a modified A section. The roadway may be offset, have a non-typical right of way or need additional right of way or easement to provide for an offset sidewalk.
X-B	Existing Special Section	Typically denotes an existing roadway built to a modified B section. The roadway may be offset, have a wider median to allow for future lanes, may not have a median island, may need additional right of way or easement to provide for an offset sidewalk.
X-C	Existing Special Section	Typically denotes an existing "T" roadway. Additional right of way or easement may be required to provide an offset sidewalk or the roadway may be painted to provide additional travel lanes without providing a bike lane.
X-CM	Existing Special Section	Typically denotes an existing roadway built to a modified CM section. The roadway may be offset, have a wider median to allow for future lanes or have different right of way.
X-CD	Existing Special Section	Existing roadway modified to provide the roadway width of a D section (84' total roadway width) and the right of way of a C section (110' right of way).
X-D	Existing Special Section	Typically denotes an existing "T" roadway. Additional right of way or easement may be required to provide an offset sidewalk or the roadway may be painted to provide additional travel lanes without providing a bike lane.
X-E	Existing Special Section	Typically denotes an existing "S" roadway. Additional right of way or easement may be required to provide an offset sidewalk.
X-LRT	Existing Special Section	Existing roadway modified to accommodate LRT improvements.

"Z" CROSS SECTIONS		
Future or incomplete arterials streets with modified cross sections		
Z-A	Proposed Special Section	Typically denotes an A section (104' total roadway width) median islands that may be off center or have additional right of way width.
Z-B	Proposed Special Section	Typically denotes an B section (84' total roadway width) with or without 14' median islands, has a wider median allowing for future lanes, is offset or may have additional right of way width.
Z-C	Proposed Special Section	Typically denotes a C section (74' total roadway width) that may be offset or provide additional travel lanes without providing an on-street bike lane.
Z-CM	Proposed Special Section	Typically denotes a CM section (74' total roadway width) median islands that may be off center or may have a wider median allowing for future lanes.
Z-CD	Proposed Special Section	Proposed roadway modified to provide the roadway width of a D section (84' total roadway width) and the right of way of a C section (110' right of way).
Z-D	Proposed Special Section	Typically denotes a D section (84' total roadway width) that may be offset or require additional right of way.
Z-E	Proposed Special Section	Typically denotes an E section (50' to 60' total roadway width) that may be offset or have different right of way from the standard cross section.
Z-LRT	Proposed Special Section	Proposed roadway modified to accommodate LRT improvements.

MAP LEGEND	
	EXISTING FREEWAY
	FREEWAY-UNDER CONSTRUCTION
	FUTURE FREEWAY INTERCHANGE
	FUTURE FREEWAY
	FUTURE FREEWAY FRONTAGE ROAD
	FUTURE LIGHT RAIL TRANSIT
	CITY LIMITS
	CROSS SECTION
	MARICOPA COUNTY
	SONORAN DESERT PRESERVE (PROPOSED)
	CAVE BUTTES RECREATION AREA

STREET CLASSIFICATION LEGEND	
	SCENIC DRIVE
	STREET
	MAJOR ARTERIAL
	ARTERIAL
	COLLECTOR
	MINOR COLLECTOR

SUPPLEMENTAL LEGEND FOR AREA NORTH OF CAREFREE HIGHWAY:	
	MCDOT RURAL PRINCIPAL ARTERIAL (0-1.3 ON 150 FEET ROW)
	MCDOT RURAL MINOR ARTERIAL (2-1.2 ON 130 FEET ROW)
	MCDOT RURAL MAJOR COLLECTOR (1-1.1 ON 80 FEET ROW)
	MCDOT RURAL MINOR COLLECTOR (1-0.1 ON 60 FEET ROW)



# CROSS SECTIONS

- ### GENERAL NOTES
- NOTE 1  
See the lower left portion of this map for the design and dimensions of major arterial, arterial, collector, and minor collector streets. If frontage roads are constructed, additional right of way is required. Local streets shall have a minimum right-of-way width of 50 feet except as required in commercial and industrial areas.
- NOTE 2  
Where right-of-way of a major or collector street changes at an intersection, the wider right-of-way width shall extend approximately 300 feet past the intersection and then taper as determined by the Street Transportation Director.
- NOTE 3  
In undeveloped areas, collector streets will normally be designated during subdivision and/or development review.
- NOTE 4  
As development or redevelopment occurs on streets in the vicinity of existing or future freeway interchanges, the need for additional right-of-way requirements will be determined.
- NOTE 5  
Village Corres are areas of existing and projected intense development which will require careful review to determine additional right-of-way requirements not shown on this map.
- NOTE 6  
Right-of-way in addition to that shown on this map may be required to accommodate through and turning lanes at intersections and other locations where traffic demand dictates, as determined by the Street Transportation Director. For freeways at major intersections (denoted by colored ovals), see street cross section legend.
- NOTE 7  
Right-of-way, in addition to that shown on this map, may be required for transit related purposes, as determined by the Street Transportation Director. These purposes may include passenger shelters, benches, and waiting areas. See the Minimum Transit Right of Way Map for Bus Bay requirements.
- NOTE 8  
All Baseline Road and Jomax Road cross street offsets are to be eliminated. Refer to Geometric drawings.
- NOTE 9  
Land uses shown on map are for street design purposes only.
- NOTE 10  
The Street Classification Map combines information formerly contained on the Minimum Right-of-Way Standards Map. The independent Minimum Right-of-Way Standards Map is superseded by this map.

- ### FUNCTIONAL STREET CLASSIFICATION DEFINITIONS
1. FREEWAY, or EXPRESSWAY, provides for the expeditious movement of large volumes of through traffic between areas and/or across, around, or through the City or urban area. A freeway or an expressway is a divided roadway with control of access, and a red intended to provide access to abutting land. A freeway will have full access control and complete separation of conflicting traffic flows while an expressway may have partial access control and may have some at-grade intersections. In urban areas freeways and expressways will normally comprise a system or network of limited-access, high-capacity roadways.
  2. MAJOR ARTERIAL STREET, provides for long distance traffic movement within Phoenix and between Phoenix and other cities. Service to abutting land is limited. Access is controlled through frontage roads, raised medians, and the spacing and location of driveways and intersections. Opposing traffic flows are often separated by a raised median.
  3. ARTERIAL STREET, provides for moderately long distance traffic movement within Phoenix or between Phoenix and adjacent cities. Moderate service is provided to abutting land. Access is controlled through frontage roads, raised medians, and the spacing and location of driveways and intersections. Opposing traffic flows are separated by a raised median or a continuous left turn lane.
  4. COLLECTOR STREET, provides for short distance (less than 3 miles) traffic movement; primarily functions to collect and distribute traffic between local streets and arterial streets. Provides direct access to abutting land. Some access may be controlled by raised medians and the spacing and location of intersections and driveways.
  5. MINOR COLLECTOR STREET, provides for short distance (less than 3 miles) traffic movement; primarily functions to collect and distribute traffic between local streets and arterial streets. Provides direct access to abutting land. Some access may be controlled by the spacing and location of intersections.
  6. LOCAL STREET, provides for direct access to residential, commercial, industrial, or other abutting land, and for local traffic movements and connects to collector and/or major streets.